

IN THE SPECIFICATION

Please amend paragraphs of the specification as shown below, in which deleted items are indicated with strikethrough and/or double brackets, and added terms are indicated with underscoring. The page and line numbers referred to correspond to those in the substitute specification submitted on September 10, 2003

Please amend the paragraph at page 2, lines 6-7 as follows:

Namely, the air bag system according to an embodiment of the present invention is characterized by providing at least one flow-constricting penetrating portion in the air bag.

Please amend the paragraph at page 2, lines 8-9 as follows:

In addition, the air bag system according to another embodiment of the invention is characterized by provision of at least one flow-constricting joint portion in the air bag.

Please amend the paragraph at page 4, lines 19-21 as follows:

The air bag 15 comprises the opening portion, a gas flow path portion 16 and an occupant restraint portion 17. The gas flow path portion 16 is a portion which substantially covers only an upper surface of the instrument panel when the air bag is inflated and which provides a narrow throated gas passageway between the opening portion and the occupant restraint portion.

Please amend the paragraph at page 4, lines 29-32 as follows:

According to the air bag system of the present invention, the volume of air bags

may be maintained constant by providing a flow-constricting penetrating portion or portions and/or a flow-constricting joint portion or portions in predetermined sizes in the air bag. As shown, the flow-constricting portion(s) are disposed adjacent to the opening portion of the airbag, where such portion(s) reduce the volume of the gas flow path portion and function to regulate the rate at which gas from the inflator flows into the airbag. Due to this, the same size inflator may be used on different car types while maintaining the occupant restraining performance of the air bag.

Please amend the paragraph at page 7, lines 4-12 as follows:

Fig. 14 is a perspective view showing a completely deployed state of an air bag according to an example of the invention in which joint portions are provided, and Fig. 15 is a cross-sectional view of the air bag 8 shown in Fig. 14 taken long the line 15-15 thereof. Joint portions 81 and 82 are formed by linearly joining parts of uppermost and lowermost panels together at two locations in an air bag deployment direction, thereby reducing a volume of the gas flow path portion. A suturing method, a thermal fusing method or a bonding method using an adhesive may be used as a method for joining the upper panel to the lower panel (reference numerals 81 and 82 denoting sutured or joint portions). [[AS]] As shown, three gas flow paths 84a, 84b, 84c are defined in the gas flow path by the joint portions 81, 82. A sutured portion is indicated at 83, and vent holes are indicated at 86a, 86b.

Please amend the paragraph at page 8, lines 26-29 as follows:

The penetrating portions and/or joint portions are preferably provided in such a manner that the capacity of air bags becomes constant in varying the sizes of air bags as required for different car types, whereby an inflator having a constant output can be used commonly for different car types. In other words, the size of the penetrating portion(s) and/or joint portion(s) is selected to achieve an appropriate flow rate of gas from the inflator into the air bag based on the size of the air bag.